(c) and (d)The matter has been referred to Ministry of External Affairs to take up this issue at the UN, if considered appropriate.

Conversion of Mundra-Kandla rail line

2196. SHRl ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert Mundra-Kandla rail line into broadgauge;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Broad Gauge Line from Mundra Port fo Adipur has been recently completed by M/s. Gujarat Adani Port Ltd. at their cost. Adipur and Kandla Port are already connected by a broad gauge line. However, an MG line also exists between Gandhidham and Kandla port of which conversion is not required from traffic point of view at present.

Chair car facility in August Kranti Rajdhani Express

†2197. DR.A.K. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for withdrawing Chair Car facility from August Kranti Rajdhani Express, running between Mumbai and Delhi;

(b) whether Govemment are considering to resume Chair Car facility in the said train; and

(c) if so, by when, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRl O. RAJAGOPAL): (a) to (c) In view of over-night travel and long hours of journey, there were frequent complaints from passengers of discomfort in AC Chair Car coaches. Railways started production of AC 3 Tier coaches in which nearly same number of berths were available as the number of seats in the Chair

†Original notice of (he Question was received in Hindi.